

MANGANESE PROSPECTS IN SHENANDOAH VALLEY

Government and State Geologists
Make Reports That Are Very
Encouraging.

PROSPECTING IS RECOMMENDED

Rich Deposits in Augusta and Rock-
ingham Counties; Also in Page
and Warren—All Situated Near
Railway Lines.

During the field season of 1917 the geologists of the United States Geological Survey and of the Virginia Geological Survey made an extended study of the relations of the manganese deposits to the rocks and to the surface features in the Shenandoah Valley, and have come to definite conclusions which they believe will aid in the discovery of more manganese deposits. The Manufacturers' Record reviews the partial report the geologists have made, and draws conclusions worth while.

Conditions in the six tracts described appear to be favorable for the accumulation of ores of manganese and manganese iron, and the report recommends prospecting in the tracts with a view to the discovery of workable deposits. Any ores that may be found in these tracts are probably so deeply covered by gravel of wash that exploration here made by drilling. The tracts are indicated below in the order of greatest promise.

Tract No. 1 lies two miles southwest of Elkton, within a mile of the Norfolk and Western Railway. It is a triangular area about half a mile long, and comprises about 150 acres lying between the white quartzite ridges locally called Little Piney Mountain, on the northwest, and Big Piney Mountain, on the southeast. The structure of the rocks in the surrounding mountains, the favorably located basin filled with wash and the observed presence of manganese ore in the trough justify the recommendation that the triangular area be thoroughly prospected.

MANGANESE ORE IN AUGUSTA AND ROCKINGHAM COUNTIES

Tract No. 2 lies between two spurs of the Blue Ridge in Augusta County, about three miles southwest of Shenandoah, and six miles south-southwest of Lynchburg. It is about midway between the Kennedy mine, on the northwest, and the Mt. Torrey mine on the southeast, and is drained by Mills Creek. A lumber railroad over which ore from these two mines is shipped passes just north of the tract, and joins the Norfolk and Western Railway near Lynchburg. The structural conditions in the tract are favorable for the accumulation of manganese ore in commercial quantity, and though none has been reported there, possibly because the basin is deeply filled with wash, the tract deserves thorough prospecting by drilling.

Tract No. 3 lies between Grindstone and Piney Mountains, two foothills of the Blue Ridge, about five miles north of Elkton. Most of it is in Rockingham County, but part is in Page County. Naked Creek, which flows near the north edge of the tract, forms the boundary line between the two counties. So far as could be ascertained, prospecting for manganese has been done in this tract, but the Watson mine is about a mile north-northwest of it, and a number of manganese prospects are scattered along the west base of Grindstone Mountain between the mine and the tract.

This tract is favorably situated for the accumulation of ore, because the rocks in the tract, which could have been concentrated in broad and open. Even if no ore has been reported here, the tract should be thoroughly prospected by drilling or by digging pits. Prospecting in the tract along Naked Creek and its tributary that flows northward at the west base of Piney Mountain is not recommended, for little, if any, residual clay in which manganese ore would be deposited occurs here between the alluvium and the unaltered limestone. Prospecting should be confined to the area between these two creeks.

CONVENIENT TO THE TRANSPORTATION LINES

Tract No. 4, which lies three miles northeast of Waynesboro, is an irregular lowland, crossed by low hills. This region is served by the Norfolk and Western Railway and the Chesapeake and Ohio Railway, which cross at Basic City.

A prospect pit sunk northeast of Bear Mountain found considerable manganese ore, and two other prospect pits on the west flank of Ramsey Mountain also yielded small quantities. The whole lowland southwest of Ramsey Mountain and southeast of Bear Mountain is believed to be underlain by limestone, and the structure in this area, therefore, appears to be favorable for the accumulation of ore.

ORE FOUND IN PAGE AND WARREN COUNTIES

Tract No. 5 is a wedge-shaped embayment six miles due south of Luray, and just northeast of Marksville. It is a limestone valley enclosed by quartzite ridges and the surrounding rocks contain manganese. The structure is favorable for its concentration. So far as could be learned, it has not yet been prospected for manganese ore. The part of the embayment that lies south of the stream and wash is a lowland, in which there is little coarse wash and has apparently been recently scoured by the stream, so that any ore would be deposited there, it has probably been removed by erosion. The higher part of the area, north of the road, which is deeply covered with wash, is more favorable for the occurrence of it, particularly that portion of it that lies at or near the saddle in the valley between the outer ridge and the main ridge.

Tract No. 6 is a small area near the Sadel manganese mine, at Happy Creek station, on the Northern Railway, three miles east of Front Royal. The structure in the small valley and mountain slope northeast of the mine is favorable for the accumulation of manganese ore, and such ore has been found here on the surface and in prospect pits. This tract can be most readily prospected with the drill. The most favorable place for prospecting is along the mountain front near the Sadel mine, particularly northeast of the mine, between it and the railroad.

Iron Mining in Giles County.
PETERSBURG, VA., January 12.—The Crockett Mining Company, incorporated here, with \$25,000 capital, has acquired iron ore lands in Giles County, and proposes to develop the same at an early date. W. C. Crockett is the president of the company.

VIRGINIA IS THE LEADER IN MANGANESE PRODUCTS

Ore That Has Not Recently Become
Valuable Is Plentiful in the
Old Dominion.

Virginia produces more manganese ore than any other State in the Union. Manganese is used for toughening and hardening iron and steel, but other uses easier to mine have been more generally used until within the last few years. Now, however, the other toughening products have become scarce, and the manganese has become in great demand at figures that make it profitable to mine the ore, and the domestic output is of great practical importance. So much so that the United States government, as set forth in another column, is doing everything in its power to encourage the mining of manganese and to increase the output. To that end the government has geologists in the field collecting statistics of the production. These agents report every quarter.

The last quarterly report that has been filed, as summarized by the Manufacturers' Record, shows that Virginia leads all the States in the production of manganese ore. The summary also shows a marked increase in the number of shipments and in the shipments of ore of each grade over those reported for the first six months of the year. In 1916 only 26,997 tons of manganese ore was shipped by fifty-five operators, but in the first nine months of the present year 70,225 tons was shipped by eighty-eight operators, and the reports received indicate that the shipments for the year will be about 127,750 tons. In September the production of high-grade ore was about 14,000 tons; in November it was nearly 17,000 tons.

Inquiries made by the survey indicate that the shipments in 1918 will be between 175,000 and 200,000 tons. Of 70,225 tons shipped in the first nine months of 1917 contained an average of 45.6 per cent manganese, 2.8 per cent iron and 13.7 per cent silica, and nearly all of it was used to make ferro-manganese.

Of manganese ore containing 15 to 40 per cent manganese, 380,169 tons was shipped in the first nine months of 1917 by forty-one operators, against 272,473 tons shipped by twenty-six operators in the entire year of 1916. The ore contained an average of about 35.6 per cent manganese, 2.5 per cent iron and 12.5 per cent silica. Most of it was used to make spiegeleisen.

Of the grade of ore containing 5 to 15 per cent manganese, 424,433 tons was shipped by fourteen operators, against 272,473 tons shipped by twenty-six operators in the entire year of 1916. This ore contained, on an average, 9.2 per cent manganese, 4.2 per cent iron and 11.8 per cent of silica. A part of it was used to make spiegeleisen, and the remainder to make pig iron.

The rate of production of Virginia and Tennessee is increasing, but that of Arkansas and Georgia is not much larger than it was in 1916.

As recently as 1916 there was only a small market for ores containing less than 40 per cent manganese, so that the low-grade ore in the shipment of low-grade ore in 1917 is striking. The production of such ore now appears to be limited more by the market than by the capacity of the mines.

ALL ABOUT IN VIRGINIA

Industrial Notes From Here and There
Over the State. Business Moving
in War Times.

The plant for the manufacture of truck bodies at Danville, in Warwick County, is now a well-known fact. It will get to work in time for the spring trade.

The Republic Motor Truck Company, of Alma, Mich., has definitely determined to establish an assembling plant at Roanoke.

The new company which has bought out the Mecklenburg Mineral Water Company at Chase City, and has been incorporated with authorized capital of \$500,000, will establish a sanatorium on the grounds. It will be known as the Mecklenburg Springs Company.

John T. McKinney Construction Company has been incorporated to engage in building operations at Lynchburg, capital \$250,000.

The Bristol Ice Cream Company, authorized capital \$100,000, has been incorporated to do business at Bristol, Tenn.-Va.

The Hampton Roads Glass Company is the latest big new industry to be established at Hampton. The company will manufacture glass. The authorized capital stock is \$250,000.

NORTH CAROLINA NOTES

New Enterprises Getting on Foot in the
Old North State—Rebuilding
Burned Tobacco Factory.

Arrangements have been completed for the immediate rebuilding of the Old North State tobacco factory in Reidsville, recently destroyed by fire, at a loss of about \$100,000.

The Marston Orchards Company has recently been incorporated at Pinehurst, N. C. W. Page and others, capital \$100,000.

The Henshaw Hosiery Mills are being established at Oxford for the manufacture of half-hose. The buildings have been secured and the equipment contracted for.

John T. Patrick and associates are to build a hydro-electric plant at Emersdale to generate electricity for power, light and heat.

North Wilkesboro has issued \$60,000 of bonds for street improvements, and \$35,000 worth for refunding purposes.

Customs duties paid into the Winston-Salem "port of entry" office during the first nine months of 1917, this being \$14,646.36 greater than the collections in December, 1916.

The internal revenue office at Reidsville sold revenue stamps to the amount of \$1,115,760.05 during 1917, compared with \$781,872.25 in the preceding year. Practically the entire amount was for tobacco.

LOOKING FOR ORE BEDS

Uncle Sam Sends Agents to North Carolina in Search of Forgotten Iron Deposits.

A Raleigh correspondent of the Manufacturers' Record reports that two officers of the United States Army are traveling around in North Carolina looking into matters relating to the further development of iron ores in that State. The chief mine under consideration is at Cranberry, in the extreme northwest. The same kind of ore, of notably high quality, extends across the northern part of Ashe County. There is to be a development of the iron ore bed in Person County, north of Durham and not far from the Virginia line.

Many years ago the old ore bed in Person County, right on the Virginia line, was profitably worked, although not on a large scale. It is believed, and ever has been believed, that proper development there will show the beds to be exceedingly rich in ore.

LEAF TOBACCO SALES ON ALL LEAF MARKETS

Cold, Harsh Weather Forbids Farmers
Moving Weed From Barns.
Good Prices Continue.

FIRST FIRED CURED OF SEASON

Dark Shipping Leaf 50 Per Cent
Higher Than a Year Ago—Sun-
Cured Deliveries Small and For-
mer Prices Maintained.

The continued cold weather has made it impossible for the growers of tobacco to get the leaf in order for marketing, and the result is that the deliveries in the markets of Virginia and North Carolina were very small last week. There were really no deliveries direct from the farmers' barns, and all of the weed that was offered on the warehouse floors consisted of goods the warehouses had been holding over and of tobacco held by dealers.

The offerings on the Richmond market were entirely of the weed delivered here before the holidays. The sales of such goods amounted to 100,000 pounds, of which about 10,000 were of the dark fire cured tobacco. This was the first sale of such goods on the Richmond market this season, and, to use the expression of one of the sellers, "it sold out of sight." Nothing going from this figure up to \$16. Short leaf brought \$15.75 per 100, and long leaf \$16 to \$19. These figures are near to 50 per cent higher than the same class of goods brought on the market a year ago.

The sun-cured market was very firm, prices being a shade higher than before the holidays. The tobacco offered were in splendid order, the buyers were in full force and eager for the leaf, and there was a tendency to keep the market from being strong.

The offerings will be small this week, smaller than last, perhaps, and will continue to be small until there comes a season for shipping the tobacco in the barns; that is to say, a warm, rainy season, and no prophet in these uncertain times, can guess when that will come.

Very Light Sales at Danville.

DANVILLE, VA., January 12.—Owing to very unfavorable weather for marketing, the sales of leaf tobacco offered this week, and the warehouses full, amount to only 182,426 pounds, the average of which is \$30.58.

The opening prices for the holidays were about on a level with those prevailing before the close of the year. There is no diminution in the anxiety of the buyers, and the market is kept very steady.

As soon as favorable weather prevails, it is anticipated that the balance of the crop in this territory, estimated to be about 5,000,000 pounds, will be marketed very promptly.

Small Offerings at South Boston.

SOUTH BOSTON, VA., January 12.—There were practically no deliveries of tobacco from the barns on this market this week, and the warehouses took advantage of the situation to sell tobacco that had been held over from the heavy deliveries previous to the holidays. The sales amounted to 150,000 pounds. The prices paid were fully up to those prevailing before Christmas, and, perhaps, a shade higher on the finer goods. There will be no more large sales until there is a change in the weather and the farmer gets a "season."

Strong Market at Lynchburg.

LYNCHBURG, VA., January 12.—The weather has been so cold and dry that the farmers were unable to handle their tobacco and get it to market, consequently receipts were very light and will continue light until there is a rain warm enough to bring tobacco in order. Only 156,000 pounds were sold this week.

Prices were stronger than they have been at all, competition being unusually keen on all grades.

All grades of both air-cured and smoked tobacco are wanted, and are bringing remarkably high prices, as seen from the quotations below: Lugs, \$15 to \$20; short leaf, \$18 to \$20; good leaf, \$20 to \$25; flannel leaf, \$25 to \$35; wrappers, \$25 to \$35.

Winston-Salem Also Weather Bound.
WINSTON-SALEM, N. C., January 12.—Leaf tobacco sales continue very small because of the cold, harsh weather, unsuitable for the handling of tobacco in the leaf state. The total offerings for the week were but a little over 15,000 pounds. The market was as strong, and prices as high, as any time this tobacco season. Light sales are expected next week.

Common Offerings at Rocky Mount.

ROCKY MOUNT, N. C., January 12.—Sales of leaf tobacco were resumed on Monday, January 7, but owing to the unfavorable seasons for handling, have been comparatively light. Sales for the week amounted to about 250,000 pounds, which sold for an average of \$27.97, bringing the total for the season to date to about 21,000,000 pounds, at an average of \$25.68.

The offerings for the most part have been fairly good, though there has been a large percentage of common nondescript leaf and lugs, and a good deal of scrap sold, which has tended to decrease the average price, though, grade considered, tobacco has sold very high, and shows an advance over prices prevailing immediately before the holidays.

Bassett Factory to Be Rebuilt.

MARTINSVILLE, VA., January 12.—The Bassett Furniture Company, whose large furniture factory at Bassett, five miles from this city, was recently burned out, at a loss of over \$275,000, will rebuild the plant and have it in operation before the year is half gone, so the president of the company announced here this week.

Important Schedule Changes

Seaboard Air Line
Railway

Effective January 13th
—Train No. 3, leaving
Richmond for the South at
12:50 noon, will leave at
1:10 P. M. Train No. 5,
for Atlanta, now leaving at
10:50 P. M., will leave at
9:40 P. M. Train No. 1,
leaving Richmond at 12:42
A. M., will leave at 11:40
P. M.

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A FARMERS' INSTITUTE

Special Short Course at Farmville for
Crop Makers of Prince Edward
and Adjoining Counties.

FARMVILLE, VA., January 12.—A Farmers' Institute will be held in Farmville this week for the benefit of Prince Edward County farmers and those of adjoining counties, who will be unable to take the short course at Blacksburg in February.

At the last regular meeting of the Prince Edward County Farmers' Union a committee was appointed, with F. D. Willis as chairman, to try to arrange with the extension division of the Virginia Polytechnic Institute to hold here a short course of short course.

The Farmers' Institute will send men here to speak and to instruct the large number of farmers and farmwives expected to attend, and the meeting generally advertised. The Polytechnic Institute will send men here to speak and to instruct the large number of farmers and farmwives expected to attend, and the meeting generally advertised.

The Farmville Barred Rock Association will have a poultry exhibit at the same time, and N. E. E. Takott, the government poultry expert, will be here to talk chickens and eggs to the people.

WEST VIRGINIA JOTTINGS

Something Going On in Industrial Lines
In All Parts of the Mountain State.

The Bank of Wyoming, at Mullen, has contracted with a Roanoke concern to erect a seven-story store, hotel and office building.

The Piedmont Grocery Company, which recently lost their large branch building at Moorhead by fire, have completed plans for rebuilding it at a cost of \$25,000.

The Hartland Planing Mill Company has been incorporated at Clarkburg, capital, \$50,000.

The little temple of the Houston Calumet Company, at Maitland, recently burned at a loss of \$100,000, is to be rebuilt by the spring.

The town of Keyser will expend \$35,000 this year in the enlargement of its water works in order to increase the water supply to meet the new demand.

A \$200,000 cold-storage plant is to be built at Charleston by Robert Ingersoll & Co.

RAILWAY EQUIPMENT UP

Locomotives More Than Doubled in
Value—Railroads Also Up Against
High Cost of Living.

"Talk about the high cost of living and high prices for everything to eat and to wear as much as you please, but the things that come highest in these days of soaring values are railway equipments." This spoke a prominent railway official to a Times-Dispatch man.

The official had some figures at hand to prove his assertion. From those figures it appeared that the railroads could have been purchased two years ago at from \$18,000 to \$30,000, now cost from \$35,000 to \$50,000, and the official said the price is steadily advancing. Ordinarily, a locomotive could be bought for less than \$1,000 two years ago, today cannot be had for less than \$1,800 to \$2,200, and other things the railways have to buy are up in proportion, so the official declares.

SHIPBUILDING GOES ON

One of the Wilmington Yards Launches
Two Vessels, and Rapidly Get-
ting Others Ready.

WILMINGTON, N. C., January 12.—The shipbuilding industry has become a settled fact in Wilmington. The Naull Shipbuilding Company have a big job for 1918, and have launched two wooden ships, each of gross register of 1,500 tons, displacement of 2,500 tons, and a dead-weight capacity of about 2,500 tons.

One of these ships was launched in October and the other in December, and work on both is proceeding rapidly. The keels of five more of equal size are soon to be laid. A large force of hands is now employed at the Naull yards getting timber in readiness for these vessels.

The Naull company several months ago leased the plant of the Camp Manufacturing Company, a large lumber concern, and converted it into a shipyard, installing all of the necessary machinery in the shortest conceivable time.

Suffolk Looks for Trolley Line.

SUFFOLK, VA., January 12.—The announcement that the Virginia Railway and Power Company will construct an electric transmission line from Petersburg to Suffolk and furnish light and power to this city, has caused a good deal of favorable comment here, and there are those who predict that this line is a street car service for Suffolk that is soon to come. It may also mean a trolley line service between this city and Petersburg, taking in Waverly and other enterprises, towns and settlements between the two cities.

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SOUTH BOSTON ACTIVITY: LARGE REAL ESTATE DEALS

Tobacco Warehouse Property Changes
Hands—New Banking House to
Go Up—Bottling Company

SOUTH BOSTON, VA., January 12.—Several important real estate sales have taken place here with the last few weeks. The Big Four Warehouse was sold to H. C. Lacy for \$36,000. This property has on it four stores on Wilbour Avenue, besides the tobacco warehouse. The Boston National Bank bought from Mr. Lacy covers the property fronting on Wilbour Avenue, and will soon erect thereon a large banking house. This building will be modern and equipped with all conveniences.

R. J. Tuck and F. P. Tuck have purchased 55 per cent of the stock in the Edmunds Warehouse. The consideration was \$22,000. Both of these gentlemen are successful tobaccoists.

S. C. Glenn has purchased from his former partners their one-half interest in the Edmunds Warehouse, and is now the sole owner of this property.

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